

Houston-Galveston Area Council Performance Measures Documentation for Transit Asset Management

The Moving Ahead for Progress (MAP-21), final rule 49 USC 625 established a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. This rule became effective October 2016 and includes the definition of “Transit Asset Management Plan” (TAM) and “State of Good Repair” (SGR). Additionally, the rule establishes performance measures for equipment, rolling stock, infrastructure, and facilities asset categories. These requirements included the performance measure to be reported to the National Transit Database (NTD). The resulting information of the NTD is intended to help any level of government make investment decisions. The Final Rule requires all transit agencies that are designated recipients and subrecipients of federal funds to develop initial State of Good Repair targets in January 2017 and complete a TAM Plan by October 1, 2018. The Final Rule also requires H-GAC to set a regional target by October 1, 2018.

Transit providers that receive federal funds as recipients or as sub-recipients and either own, operate or manage capital assets used in providing public transportation are required to develop and implement TAM Plans and submit performance measures, annual condition assessments and targets to NTD. Sub-recipients and Tier II providers (that operate one hundred or fewer vehicles) have the options to develop a group TAM Plan with TxDOT or develop their own plan. Participants must coordinate to determine their specific roles and responsibilities and complying with the rule.

The majority of the assets in our region belong to Tier I provider METRO, who develops their own TAM Plan and targets. The Tier II providers that receive urban funding (5307) can either set their own targets as direct recipients or opt to be included in TxDOT’s Group Plan. The additional Tier II providers in our region (5311 and 5310), have a choice to set their own or participate with TxDOT. Colorado Valley Transit was the only provider that opted to be included with TxDOT’s Group Plan. H-GAC collaborated with TxDOT, Tier I, and Tier II providers to set regional targets.

Tier I transit providers:

- METRO (Harris County Metropolitan Transit Authority)

Tier II transit providers:

- Brazos Transit District
- Colorado Valley Transit
- Connect Transit
- Conroe Connection Transit
- Fort Bend County Transit
- Galveston Island Transit
- Harris County Transit
- The Woodlands Transit

The Regional Transit Coordination Committee held meetings during 2017 and 2018 to discuss the process required to formulate TAM Plans and targets. In May 2018, the Transportation Policy Council (TPC)

approved an interagency Memorandum of Understanding between the region's transit operators, TxDOT, and H-GAC to facilitate regional collaboration and promote a performance-based planning process. Transit agencies across the region and TxDOT submitted preliminary agency-level targets for FY 2018, 2020 and 2022 to H-GAC staff.

H-GAC staff led the coordination efforts for target setting and TAM Plan development with the Regional Transit Coordination Subcommittee (RTCS). The RTCS established a TAM Plan Working Group with the objective of developing H-GAC regional targets and to promote State of Good Repair of capital assets. The working group formulated a methodology for the regional targets in the four (4) areas of rolling stock, equipment, facilities, and infrastructure. In August 2018, The TAM Plan Working Group endorsed a methodology for target setting based on a weighted average of asset management scores for Tier I and Tier II transit providers for their rolling stock, equipment, facilities and rail infrastructure. Based on the weighted average method, the regional targets were presented and approved by the Regional Transit Coordination Subcommittee on September 6th. The TAC and the TPC provided final approval of H-GAC's regional transit targets in September 2018, as described in the following table.

The H-GAC regional Transit Asset Management targets, along with Tier I, Tier II and TxDOT's targets are identified in the table below. The Transit TAM targets were approved by the Transportation Policy Council on September 28, 2018.

Transit Asset Management Performance Measures and
Targets by Asset Category

Asset Category & Performance Measures	FY 2018	FY 2020	FY 2022
Rolling Stock – Revenue Vehicles - Age % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)			
Tier I Target	10%	10%	10%
Tier II Target	19%	16%	17%
TxDOT Target	15%	15%	15%
Regionwide Target	11%	11%	11%
Equipment – Non–Revenue Vehicles – Age % of non-revenue vehicles that have met or exceeded their ULB			
Tier I Target	46%	46%	46%
Tier II Target	0%	0%	0%
TxDOT Target	15%	15%	15%
Regionwide Target	46%	46%	46%
Facilities – All Buildings/Structures – Condition- % of facilities have a condition rating below 3.0 on the TERM Scale			
Tier I Target	54%	54%	54%
Tier II Target	75%	67%	60%
TxDOT Target	15%	15%	15%
Regionwide Target	55%	55%	54%
Infrastructure – Fixed Rail Guideway, tracks, signals & systems - % of rail infrastructure with performance (speed) restrictions, by mode			
Regionwide Target	0%	0%	0%

Note: Useful Life Benchmark (ULB) is the expected lifecycle of a capital asset for a transit provider's operating environment, or the acceptable period of use in service for a transit provider's operating environment. Transit Economic Requirements Model (TERM) Scale: Facility condition assessments reported to the NTD have one overall TERM rating per facility. TERM Rating – Excellent – (4.8-5.0); Good – (4.0-4.7); Adequate – (3.0-3.9); Marginal – (2.0-2.9); Poor (1.0-1.9)

Tier I and Tier II transit providers in the H-GAC region created their Transit Asset Management (TAM) Plans by the October 1, 2018 federal deadline. TAM Plans contain capital asset inventories for rolling stock, equipment, non-revenue vehicles, facilities and rail infrastructure. Rail infrastructure applies to METRO only. Investment prioritizations, decision support tools, as well as, risk mitigation, maintenance, acquisition and renewal strategies are the core activities of the TAM Plans.

Addressing the federal requirements of the Transit Asset Management Plans, federal, state and local transit funding has been identified in the 2019 – 2022 Transportation Improvement Program (TIP). Funding will be used to focus on transit asset management and planning, life cycle and safety of equipment, vehicles and other assets and infrastructure used by transit agencies, such as buses and vans, building and other rail assets. Through the implementation of TAM Plans, each of the region's transit providers are carefully evaluating their funding for projects that will contribute to achieving their individual transit asset management performance targets. As a result, the regional transit targets may be achieved as well. Projects programmed in the 2019-2022 TIP that address State of Good Repair requirements reflect an overall investment of approximately \$803,000,000 for the region's transit providers.

Regional transit provider's TAM Plans summarize revenue rolling stock vehicles, including buses and light rail vehicles, non-revenue service vehicles, light rail track maintenance right of way assets, public facilities, and operating facilities. TAM Plans have outlined how each provider will monitor, update and evaluate the TAM plan to ensure continuous improvement. On an annual basis, transit providers will track their agency's progress toward the targets, report on their progress, and have the option to revise their targets, if needed.

For the February 2019 TIP/STIP revision containing two transit projects: the Gulf Coast Center project, MPO ID# 16222, the addition of \$3 million for the Texas City Park & Ride, and the METRO project, MPO ID# 16345, the addition of \$1.2 million for signing and pavement markings for METRO buses, are expected to have a positive impact toward achieving the Transit Asset Management targets.